

MUTILATED

Nora Harkins

Panama City's Motto  
DO IT NOW.

# Panama City Pilot

Panama City's Motto  
I WILL.

Vol. 2.

Panama City, Washington County, Florida. November 19th, 1908.

No. 26

## The Deadly Parallel!

THE L. & N. R. R. THROUGH ITS MOUTHPIECE THE  
PENSACOLA NEWS INTIMATES  
THE PILOT LIES.

Their Bluff Called and the Cold Facts Presented.

"OH, THAT DECEIT SHOULD STEAL SUCH GENTLE SHAPES, AND WITH A VIRTUOUS  
VIZARD HIDE FOUL GUILF."

Lurton's Statement and The Pilot's Facts.

No Discrimination by L. &  
N. Against Panama  
City.

J. W. LURTON INTERVIEWED REGARDING  
CHARGE BY PANAMA PILOT.

St Andrews Bay Road Treated Same as  
Other Connections.

Business from Points on L. & N. Consigned  
to Panama City Handled via Cottondale  
or Pensacola, as Ordered. Mr Lurton  
Surprised.

Alleged differences between the  
Louisville & Nashville R. R. Co. and  
the Atlanta & St Andrews Bay R. R.  
Co. have been aired in the public  
prints for some time past, culminating  
the direct charge, made by the Pan-  
ama Pilot last week, that the L. & N.  
was refusing to receive freight con-  
signed to Panama City via Cottondale  
and the A. & St. A. B. R. R. in de-  
fiance of the law. In order to get at  
the bottom of the matter a representa-  
tive of the Evening News called upon  
Division Freight and Passenger Agent  
J. W. Lurton this morning, showed  
him the article in question, and asked  
for a direct statement concerning the  
matter. Mr. Lurton said:

"All freight that is given to the L.  
& N. for Panama City or other points  
on the Atlanta and St. Andrews Bay  
railroad is routed via Cottondale, the  
only point at which we connect with  
that line, and we are only too glad to  
get business between any point on  
our line and points on the A. & St.  
A. B. R. R. The business is handled  
on the same basis as between our line  
and the lines of any of our connec-  
tions, and there is not the slightest  
discrimination."

"How about connections with Pan-  
ama City by boat, Mr Lurton. Do  
you handle freight consigned to the  
steamer Manteo?"

"Freight that is routed to Panama  
City via the steamer Manteo is neces-  
sarily billed to Pensacola and upon  
its arrival here the agent of the Man-  
teo is notified in the usual manner.  
We have no connection with steamers  
and there is no through rate to Pan-  
ama City via the L. & N. and water.  
Freight consigned in this manner is  
treated in exactly the same manner  
as any freight consigned in care of a  
steamer going for instance, to some  
point up the sound. There is abso-  
lutely no discrimination against the  
Manteo. We simply do not do busi-  
ness with steamer lines on the same  
basis that we do business with rail-  
roads."

"Have you any arrangements, Mr.  
Lurton, for handling freight consigned  
to Panama City at the junction  
point, Cottondale?"

"Yes, there is a regular published  
tariff covering that point. Freight  
in car loads is delivered to the St.  
Andrews road at Cottondale without  
charge. Freight in less than car  
loads is charged, for transfer, 5 cents  
per 100 pounds, but this charge is not  
being collected because the freight is  
handled direct from the cars of one  
company to the cars of the other."

"Then there is no discrimination  
whatever on the part of the L. & N.  
as regards shipments to Panama  
City?"

"Absolutely none. We will take all  
the business we can get for Panama

CORRESPONDENCE SHOWING REFUSAL OF  
L. & N. R. R. TO FORWARD SHIPMENTS  
BY A. and St A. B. R. R. AS ROUTED.

SHIPMENTS FOR PANAMA CITY TAKEN  
TO AND HELD AT PENSACOLA  
BY THE L. & N. R. R.

No Attention Paid to the Routing.

The subject of what amounts to the  
private ownership of Pensacola Har-  
bor by the L. & N. R. R. Co., and  
the Pilot's protests against the Gov-  
ernment longer aiding that port by  
large appropriations to maintain a  
channel which tended solely to build  
up a gigantic railway monopoly, re-  
sulted in some further comments  
upon the action of that road in the  
matter of handling shipments con-  
signed to Panama City, and in an in-  
terview by the Pensacola News with  
its Division Freight Agent Lurton, in  
which the latter sees fit to give the  
lie to the PILOT.

Brother Thomas, of the News, also  
seems to have come to the conclusion  
that Lurton's "tribute of affection"  
to Panama City was not quite suffi-  
cient, so editorially has the following  
additional to offer:

"The attention of Editor West, of  
the Panama City Pilot, is respectfully  
directed to the interview with Mr. J.  
W. Lurton, division freight and pas-  
senger agent of the Louisville and  
Nashville, which appears in this issue,  
relative to the charge made in a  
recent issue of the Pilot to the effect  
that the L. & N. was refusing to take  
freight for Panama City, in violation  
of law. Comment upon Mr. Lurton's  
statement is unnecessary."

Possibly comment upon the L. & N.  
R. R. official's statement is unneces-  
sary, as stated by the News. And  
possibly not. That depends very  
much upon ones acceptance of the  
unsupported statement of Mr Lurton,  
as against the facts presented by  
various shippers, and officials of the  
L. & N. R. R., as shown in the fol-  
lowing correspondence.

Mr Lurton has evidently allowed  
himself to be imposed upon, nor does  
he seem to be fully posted as to what  
his superior officers are doing in this  
connection. In future denials he may  
possibly ascertain whether he is  
giving his superior officers the lie  
before he publicly denounces state-  
ments made by the PILOT.

He may not have known the stand  
they had taken, or he may be acting  
upon the generally accepted railway  
proposition "to deny everything,"  
and "the people be damned," Mr  
Lurton must accept either one of  
these positions, that he did not know  
what he was talking about, or that he  
did not care for the facts.

Near the end of June, 1908, the  
writer placed an order with the  
Georgia Marble Finishing Works, of  
Canton, Ga., to forward a consign-  
ment of marble, routed as follows:  
"G. M. West, Panama City, Fla.,  
by way of Central of Georgia to Do-

(Continued on 2nd Page.)

## THE HARRIMAN LINES AND GULF TERMINALS.



A recent number of the Manufac-  
turers Record had a most interesting  
account of the Harriman Lines, illus-  
trated by a full page map, showing  
how they crossed and recrossed the  
continent from East to West and  
North to South. Through courtesy  
of the Record the PILOT is permitted  
to reproduce that portion of the map  
which shows these lines that are  
south of a line running west from  
Norfolk, and east of the Rio Grande.  
It also lays before its readers the Re-  
cord's article. That paper says:

"If there should ever be a combina-  
tion of the various railroads in which  
E. H. Harriman is now interested  
the formation of practically one vast rail-  
road system from the Atlantic ocean to  
the Pacific ocean and from the  
Great Lakes to the Gulf of Mexico as  
shown in the full-page map presented  
in this issue of the Manufacturer's  
Record. Mr Harriman is now presi-  
dent of the Union Pacific Railroad  
and the Southern Pacific Railway  
which control the lines shown west of  
the Missouri river at Omaha and Kan-  
sas City respectively, and west of  
New Orleans on the Mississippi. He  
is also a director in the Illinois Cen-  
tral Railroad, which has the lines  
running down the Mississippi valley  
from Chicago to New Orleans with a  
westward line to Omaha and eastward  
lines to Louisville and Birmingham.  
His great influence in this road,  
amounting practically to control, was  
shown at the contest for the presi-  
dency thereof last year, in which his  
candidate was successful. He is also  
a director in the Baltimore & Ohio  
Railroad controlling the lines from  
New York, Philadelphia, Baltimore  
and Washington to Pittsburg, Cin-  
cinnati and St. Louis, as well as to  
Chicago, Fairport, Cleveland, Lorain  
and Sandusky on the lakes, and not  
long ago he acquired a voice in man-  
agement of the Erie Railroad running  
from New York to Buffalo, Pittsburg,  
Cincinnati and Chicago. He is, fur-  
thermore, largely interested in the  
Central of Georgia Railway, having  
lines from Savannah to Birmingham,  
including Augusta, Atlanta, Macon  
and Columbus, Ga., besides Mont-  
gomery and other points in Alabama

further south, whence extensions to  
the Gulf could be easily made.

It will thus be seen that if such a  
combination of trunk lines should  
ever come about it would have an  
outlet at three of the great eastern  
ports, at one of the great southeast-  
ern ports, four or five ports on the  
Gulf and four or five on the Pacific,  
not to mention the various lake out-  
lets. A study of the accompanying  
map will show that about the only  
thing needed for the Harriman roads  
to belt the country, as well as to bi-  
sect it and to reach nearly every im-  
portant port on the Atlantic Coast  
and the Gulf, as well as on the Pacific  
Coast, is a line between New Orleans  
and Washington, with branches to  
Southern ports. Suppose in his broad  
plans Mr Harriman should find a way  
to accomplish this, the acquire-  
ment of some existing system as a  
basis for rounding out his work. It  
might be the Southern Railway, which  
already has a very complete system  
to South Atlantic and Gulf ports, as  
well as to the interior, or it might be  
the Seaboard, which likewise reaches  
both the Atlantic ocean and the Mexi-  
can Gulf with an important ally in the  
new Carolina, Clinchfield & Ohio  
Railway. Or, suppose a combination  
should be made with the new Atlanta,  
Birmingham and Atlantic Railway  
now reaching from Brunswick, on the  
Georgia Coast, where there is an ex-  
cellent port, to Birmingham and which  
has already made surveys for an ex-  
tension to New Orleans, while a plan  
is now being executed by which it  
will reach Tampa on the west coast  
of Florida.

Speculations as to the future results  
of Mr Harriman's widely extending  
voice in railroad affairs well merit  
attention at present when the eve of  
another great forward bound in both  
industry and commerce to meet the  
demands for which the transportation  
world must provide."

The Record notes the necessity of  
rounding out and perfecting this  
wonderful System by extensions to  
more Gulf ports. A study of the map  
discloses the fact that the Harriman  
Lines in Texas touch the Gulf at some  
four or five different points. In fact  
in every 50 or 60 miles of East and

West lines there is an outlet to a Gulf  
port.

It will also be noted that just North  
of Panama City there lies over a  
thousand miles of this System's lines  
without one leading to the Gulf. It  
is not generally known that it is less  
than 60 miles from the southernmost  
point on these lines to the greatest  
deep water harbor on the Gulf Coast,  
that of St Andrews Bay.

With such possibilities as this mag-  
nificent harbor affords in the way of  
accommodating the traffic to and  
from the Panama Canal, and the to  
be created commerce with the west  
coast of South America and the isles  
of the Pacific, such a far seeing man  
as Mr Harriman has proved himself  
to be will not be long in availing him-  
self of an extension of his Southern  
Lines to this port, or possibly securing  
equally as valuable terminals through  
the purchase of lines already built, or  
building.

His Texas lines are connected with  
Gulf ports at very close distances;  
the same conditions from a railway  
stand point that made profitable such  
connections are reproduced in this  
portion of the Lower South, and will  
necessitate the building or acquiring  
of the short line necessary to connect  
his vast system in Alabama and  
Georgia with this marvelous port.

Nor is the Harriman System the  
only one that will forestall the needs  
of the future, in the way of Gulf  
terminals, in connection with the  
assured commerce that will be  
brought about through the completion  
of the Panama Canal, and on the  
ample borders of St Andrews Bay,  
the largest and best deep water harbor  
on the entire Gulf coast, prepare such  
terminals as this enormous prospec-  
tive traffic will demand.

### The Albany Road.

Messrs Bruton and Legg appear to  
be carrying on quite a telegraphic ex-  
ploitation of their proposed road from  
Albany, Ga., to Dyers Point, Fla., as  
several dispatches have been sent  
out from Albany recently painting in  
glowing colors what has been accom-  
plished toward getting bonds issued  
before the line has even been started.  
The following lengthy dispatch was  
sent out Nov. 7th. A previous dis-  
patch stated that the Carnegie Trust  
Company, of New York, were to fur-  
nish the money. This one says they  
have signed the mortgage. This is  
quite an unusual thing for a Trust  
Company to do. The PILOT would  
like to see a railroad built from Al-  
bany to St Andrews Bay and believes  
that such a line will be built, but it  
takes little stock in building roads  
through telegraphic exploitation.

"There has just been filed in the  
Dougherty county court house a mor-  
gage which on its face seems to be a  
long step forward in the construction  
of a line of a line of railroad from Al-  
bany to the Gulf of Mexico.

The mortgage is made by the Geo-  
gia, Southwestern & Gulf Railroad

company, a railroad corporation under  
the laws of Georgia, with its prin-  
cipal office in Albany, to the Carnegie  
Trust company, of New York. The  
mortgage consists of thirty-three  
type-written pages, and is one of the  
longest documents of its kind on file  
at the Dougherty county court house.  
The instrument sets forth that the  
Georgia, Southwestern & Gulf Rail-  
road company was incorporated July  
24, 1906, and that its charter was  
amended May 28, 1908.

It also sets forth that the railroad  
commission of Georgia last May au-  
thorized the issue by the company of  
stock to the amount of \$4,000,000, not  
to exceed \$20,000 per mile, and to is-  
sue a series of 50-year 5 per cent.  
bonds to the amount of \$4,000,000, per  
mile, said stocks and bonds to be used  
for the purpose of building and equip-  
ping the railroad as authorized by its  
charter.

The document states that it is the  
purpose of the railroad company to  
build a line of railroad from Dawson  
and Albany in a southwesterly direc-  
tion, through Terrell, Calhoun,  
Dougherty, Baker, Miller and Deca-  
tur counties, in Georgia, and through  
Jackson, Calhoun and Washington  
counties, in Florida, to Dyer's Point,  
which is located on St Andrews Bay,  
Gulf of Mexico, a distance of 175  
miles. It is stated that it is also the  
intention of the company to build

branch lines and acquire others by  
purchase, making an aggregate mile-  
age of about 200.

The mortgage is signed by W. M.  
Legg, as president of the railroad  
company, and H. J. Bruton, as sec-  
retary and treasurer. It is also signed  
by the officers of the Carnegie Trust  
company.

It will be remembered that about  
the time this railroad company filed  
its application for a charter there  
were about six other companies doing  
likewise, the purpose of each being  
to build a line of road in the same  
general direction and to approxi-  
mately the same destination. Out of  
the seven applications filed, the Georgia,  
Southwestern & Gulf company is so  
far the only one to develop anything  
like definite form. The people of this  
section have become so accustomed to  
hearing about the plans of these var-  
ious companies that they are not pre-  
pared to believe the road is going to  
be built until they actually see work  
on the construction of the road  
begin."

Hawk Massalena caught and  
brought to the Ice Plant some 22  
barrels of mullet on Saturday evening  
just before the season closed at mid-  
night.

Hon W. H. Milton, of Marianna,  
was a Panama City visitor last week,  
looking after his interests here. He  
returned home Friday evening.